

# The China Mail.

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HONGKONG, WEDNESDAY, SEPTEMBER 3, 1884.

日四十月七年申甲

Price, \$2 per Month.

## AGENTS FOR THE CHINA MAIL.

**LONDON.**—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GORDON STREET & CO., 30, Cornhill. GORDON & GORDON, 1, Abchurch Lane, E.C. 4. HENRY & CO., 17, Mark Lane, E.C. 3. SAMUEL DICKSON & CO., 150 & 154, Leadenhall Street.

**PARIS AND EUROPE.**—GAILLARD & PAINTE, 30, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND.**—GORDON & GORDON, 1, Abchurch Lane, E.C. 4.

**SAN FRANCISCO** and American Ports generally.—BRAN & BLACK, San Francisco.

**SINGAPORE, STRAITS, & SATEL.**—SAYLE & CO., 1, Raffles Place, Singapore. C. HENDERSON & CO., Malacca.

**CHINA.**—Messrs. A. A. DE MEZIO & CO., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

**PAID-UP CAPITAL.**—\$7,500,000  
**RESERVE FUND.**—\$4,400,000  
**RESERVE FOR EQUALIZATION.**—\$400,000  
**OF DIVIDENDS.**—\$400,000  
**RESERVE LIABILITY OF PRO.**—\$7,500,000  
**PROFITS.**—\$7,500,000

**COURT OF DIRECTORS.**  
Chairman.—A. P. MONTGOMERY, Esq.  
Deputy Chairman.—Hon. F. D. SASSOON, Esq.  
C. D. BOTTOMLEY, Esq.  
H. H. HARRISON, Esq.  
E. L. DALRYMPLE, Esq.  
W. H. FORBES, Esq.  
M. E. SASSOON, Esq.

**CHIEF MANAGER.**  
HONGKONG.—THOMAS JACKSON, Esq.  
SHANGHAI.—JAMES GARDNER, Esq.  
LONDON.—BANKERS, London and County Bank.

**HONGKONG.**  
ON Current Deposit Account at the rate of 4 per cent. per annum on the daily balance.  
For Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 5 per cent. per annum.

**LOCAL BILLS DISCOUNTED.**  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China, and Japan.

**T. JACKSON, Chief Manager.**  
Hongkong, August 25, 1884. 1423

## NOTICE.

### RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
  - 2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of moneys deposited in the above Bank.
  - 3.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.
  - 4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.
  - 5.—Persons desirous of saving moneys less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.
  - 6.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
  - 7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any value.
  - 8.—Interest at the rate of 34 per cent. per annum will be allowed to depositors on their daily balances.
  - 9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to the Bank written up at least twice a year, about the beginning of January and beginning of July.
  - 10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked "On Hongkong Savings Bank Business," be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.
  - 11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
  - 12.—All documents connected with the business of the Savings Bank are exempt from stamp duty.
- For the HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, April 26, 1884. 718

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, April 26, 1884. 718

## Prospectus.

### THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Act 1862 to 1883, whereby the liability of the Shareholders is limited to the amount of their Shares.)

**CAPITAL.**—£2,000,000.

First Issue of 100,000 Shares of £20 Each, Of which 50,000 are Reserved for Issue in India, China, Japan, and the Colonies.

**PAYABLE.**  
£1 on Application; £1 on Allotment, and the Balance of £9 at such times and in such sums not exceeding 25, as the Directors may determine, and at intervals of not less than one month.

(Interest at Five per cent. per annum will be allowed upon all payments made in advance of Calls.)

**Directors:**  
CHRISTIAN ALBUSEN, Esq.,  
D. L. W. P. Director of the International Bank of London, Limited.  
LIONEL R. C. BULL, Esq.,  
Of Messrs. Boyle, Campbell, Buxton & Co., 80, Lombard Street, E.C.  
W. W. CARGILL, Esq.,  
Founder of the Oriental Bank Corporation.  
E. F. HARRISON, Esq., C.S.I.,  
Formerly President of the Bank of Bengal.  
A. J. MACDONALD, Esq.,  
Late of Sir Charles Forbes & Co., and formerly President of the Bank of Bombay.  
SIR BENJAMIN D. C. FINE, K.C.M.G.,  
Oriental Club, Hanover Square, late Governor of Leeward Islands.  
GRANT HEATLY TONHEATLY, Esq.,  
13, Carlton House Terrace, London, S.W.

**THE UNION BANK OF LONDON, LIMITED.**  
THE BANK OF SCOTLAND (Edinburgh, London and Branches).  
**Brokers:**  
Messrs. STEER, LAWRENCE & CURETON, 3, Drury Lane, E.C.  
**Solicitors:**  
Messrs. HOLLAND, SON & COWARD, Mincing Lane, London.  
**Interim Secretary:**  
R. T. ROHDE, Esq.,  
TEMPORARY OFFICE, 40, Threadneedle Street, E.C.

Forms of Application for SHARES may be obtained from the OFFICES of the ORIENTAL BANK CORPORATION, Hongkong. All Payments in Application for Shares are to be made to the HONGKONG & SHANGHAI BANKING CORPORATION, who will grant receipts for the same. Applications for SHARES will be received until the 15th September, 19th August, 1884. 1357

### THE HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.

**CAPITAL, 500,000 DOLLARS.**  
In 10,000 Shares of \$50 each, \$5 payable on Application, \$10 on Allotment, and the Remainder by Calls as required.

**Provisional Committee:**  
The Hon. W. KESWICK (Chairman).  
The Hon. T. JACKSON.  
The Hon. F. D. SASSOON.  
C. P. CHATEL, Esq.  
W. DANBY, Esq.  
W. H. FORBES, Esq.  
W. K. HUGHES, Esq.  
A. B. JOHNSON, Esq.  
J. A. MOSELEY, Esq.  
W. WOTTON, Esq.

**THE HONGKONG AND SHANGHAI BANKING CORPORATION.**

**Engineers:** M. LEE, C.E.  
E. K. LEIGH, Esq., Assoc. M. Inst. C.E.  
**Solicitors:**  
Messrs. BRERETON, WOTTON AND DEACON.  
**Temporary Office:**  
13, PRAYA CENTRAL, HONGKONG.

### ABRIDGED PROSPECTUS.

THE Company has been formed for the purpose of constructing, equipping, and working a series of Low Level Tramways in the City of Victoria, Hongkong. Two Special Ordinances (Nos. 6 and 18 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration, the easy gradients of its principal street, (the main thoroughfare from the East to the West end, along which the Tramways will be laid), and the numerous intersecting streets.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder rails, bedded in concrete, but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, each being much more economical, trustworthy, and under more effective control, having more power of overcoming gradients, and giving better results (pecuniary and otherwise) than horse, compressed air, electricity or other motive power.

The engines will be constructed according to the Board of Trade regulations, and will in no way be a nuisance, being almost noiseless, and having no machinery, smoke, or steam visible.

The Committee anticipate, from the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with the undertaking, that the dividend returns will be satisfactory.

There is no agreement or contract in existence affecting this undertaking.

Plans and Estimates may be seen at the Office, and the full Prospectus and Forms of Application for Shares and every other information may be obtained from THE SECRETARY AND ENGINEER, No. 13, PRAYA CENTRAL, HONGKONG.

Applications for SHARES will be received until the 30th September, 19th August, 1884. 1210

## For Sale.

### HIGH CLASS FURNITURE

FROM THE FURNITURE EXHIBITION, LONDON, 1884.

SELECTED BY THE SPECIAL AGENT OF THE HALL & HOLTZ CO-OPERATIVE COMPANY.

Specimens of the Latest Styles in ARTISTIC FURNITURE; SUBSTANTIAL, ELEGANT, AND MODERATE IN PRICE.

**SUITABLE FOR:**  
HALL, LIBRARY, DINING ROOM, DRAWING ROOM, BOUDOIR, OR BEDROOM.

REAL INDIAN, PERSIAN, SINYANA AND OTHER EASTERN RUGS.

FURNITURE COVERINGS of every description.

The above GOODS will be on view, on TUESDAY NEXT, and following days at

Messrs. LANE, CRAWFORD & Co's

The Representatives of the H. J. K. Co., who are at present in Hongkong, will be happy to give estimates and designs for furnishing throughout; on any information desired.

Hongkong, August 27, 1884. 1425

**For Sale.**  
**NOTICE.**  
SAYLE & Co. beg to inform their Customers and the Public in general that in consequence of the Death of the SENIOR PARTNER, the BUSINESS carried on in HONGKONG will be CLOSED

On or before the 31st day of August Next, AND THE WHOLE OF THE STOCK is now offered at a REDUCTION of 25 per Cent. on the Marked Prices.

Special terms will be made for parcels of Goods over \$100 in value purchased at one time.

All Sales from this date will be for Cash only. Customers are requested to make immediate Payment of Amounts due by them to the late Firm.

**SAYLE & Co.,**  
VICTORIA EXCHANGE, HONGKONG.

Hongkong, June 9, 1884. 651

## OVERSTRUNG TRICHOED COTTAGE

### PLANOS,

by NEUMEYER & Co., WEIDENSLAUER & ROSENKRANZ.

Specialty manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE.

Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, from \$230 to \$250.

On Hire, per month, from \$15 to \$20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED.

Prof. A. VITA,  
2, Alexandra Terrace.  
Hongkong, July 14, 1884. 1159

## FOR SALE.

SIX EUROPEAN HOUSES, Nos. 1, 2, 3, 4, 5 and 6, ALEXANDRA TERRACE.

Monthly Rent, \$330.

Apply to A. B.,  
OFFICE OF THIS PAPER.

Hongkong, May 28, 1884. 685

## NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. MITTEL, Ph.D., Tübingen.

—REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1436

## FOR SALE.

COURSE, DISTANCE, AND AVERAGE SPEED TABLES.

LONDON, via THE SUEZ CANAL, TO INDIA, CHINA, JAPAN, &c., WITH VARIOUS OTHER TABLES AND NOTES.

W. A. GILLAND.

To be obtained at the 'CHINA MAIL' OFFICE, Messrs. LANE, CRAWFORD & Co., 1475

Hongkong, September 2, 1884.

WASHINGTON BOOKS, (In English and Chinese.) WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can now be had at the Office.—Price, \$1 each. CHINA MAIL OFFICE.

## Intimations.

### HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

SHAREHOLDERS are requested to send in their PROVISIONAL CERTIFICATES to the Underigned, by the 15th Instant, in Order that they may be EXCHANGED for FULL PAID-UP SECURITIES.

All Communications to the Company, on and after the 1st of October next, should be addressed to Mr. ALEXANDER BAIN, Manager, at the Works, Bowington.

WILLIAM LEGGEE,  
Acting Secretary.  
Hongkong, September 1, 1884. 1468

### MEXICAN PACIFIC NAVIGATION COMPANY.

THE Company will RUN STEAMERS monthly from HONGKONG to the WEST COAST of MEXICO, via YOKOHAMA and HONOLULU, commencing in OCTOBER with the Steamer Mount Lebanon.

The STEAMERS will proceed from HONGKONG to YOKOHAMA and HONOLULU; thence to MANZANILLO (direct), from MANZANILLO to SAN BLAS, and MANZANILLO through Bills of Lading and Passage Tickets granted to all Mexican Ports.

For further Particulars as to Passage and Freight, apply to

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, September 1, 1884. 1469

### LAUDATORY NOTICE.

THIS LAUDATORY NOTICE is hereby given by the Underigned as to make known as widely as possible among Europeans as well as the Chinese that a friend of ours, named LAM ASAY, a native of Amoy, died on board the steamer Agamemnon (the agent of which are Messrs. Butterfield & Swire), during the voyage from Penang to Hongkong, on the 20th Instant. The Commodore, Messrs. KWAN CHONG and WOO CHING, were good enough to take care of the body, and place it in a Coffin; and Captain WILLIAM, Mr. QUINT, the chief mate; and Dr. SMITH, the surgeon, kindly rendered every assistance to enable the body to be brought to Hongkong, to be buried in the Tung Wah Cemetery. For the kindness thus rendered by the above gentlemen both the living and the dead are grateful; and this Notice is published to make their acts known.

Signed by ALL THE PASSENGERS belonging to Kiangtung and Foochow returning from Penang on board the Steamer.

Hongkong, August 30, 1884. 1462

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

IN Accordance with the Provisions of the Imperial Statute, and the TRANSFERS of SHARES in this Company (except in cases when the Transferee and Transferee are residents in this Colony) must be completed at the Head Office in London.

Such Transfers are subject to the Stamp duty of Ten Shillings for each one hundred Pounds or part of one hundred Pounds of the consideration money, and there will be incurred also a fee of 2/6d. for each Certificate.

The Company have availed themselves of the Companies (Colonial) Register Act 1883, and a Local Register has now been opened at this Office for SHARES held by residents in this Colony.

By Order of the Board of Directors,  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, August 19, 1884. 1895

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business Contributed during the Half-Year ended 30th June, 1884, on or before the 30th September next, on which date the Accounts will be Closed.

By Order of the Board of Directors,  
D. GILLIES,  
Secretary.  
Hongkong, August 18, 1884. 1891

## Shipping.

### Steamers.

#### STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamer *Sunderland* will leave for the above place on THURSDAY, 4th September, at 3 p.m., instead of as previously advertised.

A. McIVER,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, August 20, 1884. 1452

#### FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, TIENTSIN, NEWCHOW, HANKOW and Ports on the YANGTSE.)

The Steamer *Kwang-fo*, Captain ANDREW, will be despatched for the above Port on THURSDAY, the 4th Instant, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,  
General Managers.  
Hongkong, September 1, 1884. 1455

#### FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *Falcons*, Captain JORDAN, will be despatched for the above Ports on FRIDAY, the 5th Inst., at 2 p.m.

For Freight or Passage, apply to

YUEN FAT HONG,  
Agents.  
Hongkong, September 1, 1884. 1470

#### FOR SAN FRANCISCO.

The 3/3 L.L. British Ship *Foran Klay*, Captain LAM, will leave for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.,  
General Managers.  
Hongkong, August 9, 1884. 1337

#### FOR NEW YORK.

The 3/3 L.L. American Ship *Stanton*, Captain LAM, will leave for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.,  
General Managers.  
Hongkong, August 4, 1884. 1396

## Shipping.

### Steamers.

#### FOR HAIPHONG.

The British Steamer *Wit of the Way*, Captain CROSSLAND, will be despatched for the above Port on or about the 4th Instant.

For Freight or Passage, apply to

RUSTAU & Co.,  
Agents.  
Hongkong, September 1, 1884. 1463

#### OCEAN STEAMSHIP COMPANY.

#### FOR LONDON VIA SUEZ CANAL.

The Co's Steamer *Dionet*, Captain JACKSON, will be despatched as above on SATURDAY, the 6th September.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, August 29, 1884. 1450

#### SHIRE LINE OF STEAMERS.

#### FOR YOKOHAMA AND HIOGO.

The Steamship *Maripolair*, Captain WILLIAMS, Commander, expected here on or about the 6th Instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,  
Agents.  
Hongkong, September 1, 1884. 1474

#### UNION LINE.

#### FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Principia*, Captain KENNEDY, due on or about the 8th September, will have immediate despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.,  
General Managers.  
Hongkong, August 30, 1884. 1459

#### FOR LONDON VIA SUEZ CANAL.

The Steamship *Chloris*, Captain GRAY, will be despatched as above on or about the 16th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, August 30, 1884. 1397

#### FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA FOCHOW.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI and TASMANIA.)

The Eastern and Australian Steamship Co.'s Steamer *Avic*, Captain W. SMITH, will be despatched as above on or about FRIDAY, the 12th September.

Parcels (all of which must be sent to our Office) will be received up to 4 p.m. of day previous.

Contents and value of the Packages must be declared.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, August 29, 1884. 1455

#### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI and TASMANIA.)

The Steamer *Tamsui*, Captain FOUNTAIN, will be despatched as above on TUESDAY, 16th September.

This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, August 29, 1884. 1451

#### THE AUSTRALASIA, CHINA, JAPAN AND STRAITS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI and TASMANIA.)

The Steamer *Shan*, Captain DODD, will be despatched as above on THURSDAY, the 16th September, at 5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,  
General Managers.  
Hongkong, August 29, 1884. 1454

#### Sailing Vessels.

#### FOR SAN FRANCISCO.

The 3/3 L.L. British Ship *Foran Klay*, Captain LAM, will leave for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.,  
General Managers.  
Hongkong, August 9, 1884. 1337

#### FOR NEW YORK.

The 3/3 L.L. American Ship *Stanton*, Captain LAM, will leave for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.,  
General Managers.  
Hongkong, August 4, 1884. 1396



## For Sale.

## MacEWEN, FRICKEL &amp; Co.

No. 53, Queen's Road East,  
(OPPOSITE THE COMMISSARIAT).

ARE NOW

LANDING FROM AMERICA.

TROPICAN BUTTER.

Eagle Brand, Borden's.

Family BEEF in 25 lb. cans.

Boat Ideal SALMON in 5 lb. cans.

Cutting's Dessert FRUITS in 24 lb. cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted SOUPS.

Richardson &amp; Robbins' Celebrated Potted MEATS.

Lamb's TONGUES.

Clare CHOWDER.

Fresh OREGON SALMON.

Dried APPLES.

TOMATOES.

SUCROTASH.

Maple SYRUP.

Golden SYRUP.

Cracked WHEAT.

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## Intimations.

## D. K. GRIFFITH &amp; Co.

MANUFACTURERS OF THE LONDON

PATENT WATER.

Have Removed from the BEACONFIELD

ARCADE to larger Premises

1, DUDDELL STREET,

Where they continue to Supply:

SODA WATER, LEMONADE,

Tonic, GINGERBREAD,

Seltzer, RASPBERRYADE,

SARAFALLA, &amp;c., &amp;c., &amp;c.

At the same Moderate Charges.

D. K. GRIFFITH,

Proprietor.

Hongkong, July 28, 1884. 1249

DRY DOCK AND PATENT SLIP,

NAGASAKI.

THE Undersigned have been appointed

AGENTS for the

VERNMENT DOCK AND PATENT

SLIP, at Nagasaki, and are hereby

supplying Tenders for the DOCKING, CLEANING,

PAINTING, &amp;c., of Vessels. The Docking

Works in connection with the Dockyard are

under the direction of experienced En-

gineers and possess all the necessary ap-  
pliances for REPAIRING SHIPS and MACHINERY.

HOLME, RINGER &amp; Co.

Nagasaki, March, 1884. 645

NOTICE

ORIENTAL BANK CORPORATION

IN LIQUIDATION.

ALL HOLDERS OF NOTES OF THE

ORIENTAL BANK CORPORATION

(HONGKONG BRANCH), are hereby

requested to present them to the LIQUIDATORS

of the Bank, when they will be given

in Exchange, a certificate of the value of

the Notes deposited.

Holders of Notes will be required to

Furnish to the LIQUIDATORS of the Bank, a

schedule in duplicate, giving the date of

Issue, Number and Amount of each Note

produced.

Forms of Schedule may be had on ap-  
plication at the Office of the ORIENTAL BANK

CORPORATION, Queen's Road, Hongkong.

For the

OFFICIAL LIQUIDATOR

OF THE

ORIENTAL BANK CORPORATION,

By his Attorneys,

J. MELVILLE MATSON,

H. HOWARD TAYLOR.

Hongkong, August 2, 1884. 1285

ADVERTISER Wishes a SITUATION to

go to SAN FRANCISCO or any Port of

ENGLAND. Wages no object. Apply by

Letter to

Mrs. SWEET,

Rocklands, Robinson Road.

Hongkong, August 21, 1884. 1400

FREDERIC ALGAR,

COLONIAL NEWSPAPER & COM-  
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PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW,

By E. H. PARKER.

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China Mail Office.

## Notices to Consignees.

## COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo

are requested to send in their Bills of

Lading to the Undersigned for counter-

signature, and to take immediate delivery.

This Cargo has been landed and stored at

their risk and expense.

No Fire Insurance has been effected.

Ex Yangtze.

2 cases Barley, 1 Order, from Mar-

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## To-day's Advertisements.

## CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 17.

DANGER FROM TORPEDOES.

THE High Authorities wish it to be

understood that numerous TORPE-

DOES have now been laid down in the

Canton River and that the Government

accepts no responsibility for accidents arising

therefrom to Vessels. Vessels con-

tinuing to run would do well to go as slowly

as possible through the Torpedo position.

C. H. PALMER,

Harbour Master.

Approved,

F. E. WOODRUFF,

Commissioner of Customs.

Custom House,

Canton, 2nd September, 1884. 1489

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour.

ABERDEEN OF BOSTON, Amer. barque,

Capt. B. C. Pennington—Captain.

ALICE MUIR, British barque, Captain E.

Henry—Master.

AMY TURNER, American barque, Captain

A. W. Newell—Russell &amp; Co.

CHI YUEN, British steamer, Capt. Wal-

lace—Russell &amp; Co.

CORONA, American ship, Captain W. W.

Ponington—Arnold, Kargberg &amp; Co.

ELMABETH, Belgian barque, Captain H.

Bottcher—Malchow &amp; Co.

MADRAS, British steamer, Capt. Phoe-

bus—Captain.

MAHLE, German ship, Capt. Warne-

melchere &amp; Co.

MOUNT LEBANON, British barquentine,

Captain Nelson—Russell &amp; Co.

SEA RIFLE, British 3-masted schooner,

Capt. Alfred Bickers—Stuenkel &amp; Co.

TETUEN, British barque, Capt. S. Hyne-

Wiesler &amp; Co.

VICTORIA, British barque, Captain R.

Martin—Fusaro &amp; Co.

VICTORIA, British steamer, Captain J. B.

Shield—Stuenkel &amp; Co.



labour. His Worship expressed his opinion that the disturbance had been caused by the conduct of Police Constable Ramsey, who had illegally entered a godown to arrest the sixth defendant, who had broken the constable's umbrella, and that the disturbance was not in any way due to any Anti-French feeling on the part of the crowd. The other five defendants were, therefore, discharged.

After the case was finished a gunboat was heard, which had been taken out by the proprietor of the godown in which the disturbance took place, against P. C. Ramsey for assault. The latter was found guilty of a common assault and was fined 51.

The *Vicomte de Sémallé*, the French Charge d'Affaires at Peking, arrived at Shanghai in the *Wuchang* on the 27th August.

The *Army Gazette* understands that the Chinese Government rewarded Captain Hutchison of the S.S. *Zemurda*, through the British Consul at Amoy, with the sum of thirty dollars for rescuing three Chinese sailors off Breaker Point, on 27th April last.

A correspondent writes to us (N. C. D.) from Tientsin that the Yamen and La both recognize the utter impossibility of China for war, and also that the truth has become plain to all that the Chinese are thoroughly changed, and quickly too, her ways of internal government and attitude to the external world. The Empire will crumble to pieces at the first shock of hostile contact.

SAYS the N. C. D. News: On Pagoda Hill there was a solitary gun which the Chinese gunners fired at the *Triumphant*. Every time after they fired the gun they ran away, and then, after a time, returned to go through the same manoeuvre. For a time, the *Triumphant* commander paid no attention to the firing, as it did his ship no injury, but after a while he ordered his gunners to return fire. They did so, but did not succeed in disabling the attackers, as the elevation was probably too great for the *Triumphant's* guns.

The Shanghai papers contain a despatch from the French Consul at Shanghai and a proclamation from the Tactel announcing that arrangements have been made for maintaining neutrality at Shanghai and Wusung during the existing conflict between France and China. The French Consul says, in the course of his despatch:—

Quelles que soient les mesures que la France puisse être amenée à prendre sur le littoral de la Chine, elle ne saurait admettre la solution des difficultés existantes, Shanghai et Wusung restant donc en dehors du conflit. Il va sans dire qu'il n'en serait pas de même si la neutralité était violée à Shanghai ou à Wusung du fait de la Chine, car la France ne saurait admettre que son territoire soit mis en péril. Il dépend donc des autorités locales d'assurer la maintenance de la paix et de dissiper les inquiétudes de la population, et dans ces conditions je ne puis que m'associer à la proposition faite par le Tactel.

The proclamation of the Tactel refers chiefly to the preservation of order in the settlements, and the only reference in it to the neutralization of Shanghai and Wusung is in the following:—

But Shanghai is the general emporium of foreign commerce in China, and the only approach to it is through Wusung. Should there be an actual conflict between China and France there will certainly be no fighting in such a place. The French Consul has now sent to me for the information of the public, a letter from the Consul-General for France, who says that the inhabitants of Shanghai have no cause for alarm, as France will certainly commit no act of war at Shanghai. Wusung, on their neutral ground, but will treat the same as neutral ground.

This is certainly not an undertaking on the part of the Chinese Government, not of the Tactel, to neutralize Shanghai, but we presume that if the French do not attack the place the Chinese will not have occasion to defend it; still we do not suppose French merchants will venture up the river.

## THE HOSTILITIES AT FOOCHOW.

### FOOCHOW.

We have received to-day, per the steamship *Glenfiddich* (Captain Jacobs) some accounts of the operations at Foochow written for this journal, and Shanghai papers have also some to hand containing full accounts of the fighting up to mid-day on Sunday, the 24th August, when the *Taku* left the Anchorage for the Model Settlement.

The first position must be given to an account of the fighting furnished to us by those on board the *Glenfiddich*, which was the nearest neutral vessel to the belligerents, and, indeed, the *Glenfiddich* had one or two narrow escapes from destruction owing to her proximity to the hostile vessels. The latest news from Foochow will be found in our regular correspondent's letter, and at the end of the various articles. This is the *Glenfiddich's* account:—

Our anchors were dropped just below the Pagoda at noon on Thursday, 21st August. The French fleet, 7 in number, viz., *Volta* (Admiral Courbet), *Agincourt*, *Viper*, *Volare*, *Volare*, *Volare*, *Volare*, and *Volare*, was lying at single anchor, just ahead of us, their guns covering the forts and Arsenal. Three Chinese gunboats lay close in shore, on the Custom House side. The Chinese Admiral's flagship *Yang-wei* was anchored round Pagoda Point, but, however, out of sight of the French ships. The other Chinese gunboats and fighting junks lay off Maunoi village. Asteron of us were H.M. ships *Viper* (Admiral Sir Wm. Dorell), *Agincourt* and *Volare*, and below them the U.S.S. *Enterprise*. From the residents who came on board, we heard diverse and conflicting opinions respecting the probable

issue of affairs. The majority, however, agreed in considering the whole of the French proceedings to be intended to scare the Chinese.

At night the French closely watched their ships and the shore by the aid of the line light, all hands, as we afterwards learned, standing by the guns. On Friday all was seemingly quiet. We could see that on both sides all was ready for action, every movement on either side being closely watched by the other. On shore we saw flags flying over the forts and batteries, guns pointed, and soldiers moving about. This evening the Europeans residing at Pagoda received official letters, ordering them to leave, as the place would be shelled on the morrow. Accordingly, there was a hurried packing up of a few necessities, and a general abandonment of the place. In common with other vessels here, we received a number of refugees on board. Even then it was thought there would be no fighting. We were of this opinion because we had received no notice to shift our position, we being the nearest ship to the French vessels.

Saturday morning, 23rd, passed quietly enough. Beyond the fact that the French ships were all here, there was nothing to betoken any change from the previous day. But at 12 minutes to 3 in the afternoon we were startled by a loud report. The action had begun. The first shot was fired by the *Lyne*, the third of the line. It was immediately followed by deafening broadsides from all the ships engaged. The Chinese returned fire instantly from their ships, and from the forts. A hot engagement raged round us. The vessel trembled, and everything on board was agitated. The tremendous concussion around. From our close position we had a splendid view of it all. We saw the forts and batteries rapidly demolished; they, however, keeping up a plucky though somewhat erratic fire to the last. The three Chinese gunboats before mentioned received the broadsides of the *Lyne* and *D'Estaing* and *Duguay* *Troin*, which were smartly returned, though to no purpose. The *Yang-wei*, Chinese flagship, was twice raked by the *Volta* and *Agincourt*. Then torpedoes were sent against her. She then ran aground and was set on fire. The *Viper* poured broadsides after broadsides against the forts on Pagoda Hill. The gunboats were soon thoroughly and completely shattered. Some sank where they had fought, others floated past us, unrecognisable masses, with hurled freights of dead and dying men. One sank not 20 feet from us. Meanwhile the action continued hotly. The Chinese returned the fire well and pluckily. Their loss must have been very great. Every one of the eleven Chinese ships was destroyed. The French boarded one, the *Fu-ching*, hoisted their colours on board, set her on fire, and cast her adrift. At the hottest part of the firing the tide drifted the combatants abreast of us. Shot and shell hissed and howled past and over us. We swung our boats out, not knowing when we might get struck. One shell in particular whizzed low down between our mainmast and funnel at this time. For an hour the action raged most fiercely, being a continual discharge of heavy broadsides. By this time the French ironclad *Triumphant* came slowly into action. As she passed us, she poured a broadside into a Chinese gunboat that was drifting very unpleasantly near us. At this time we were not 100 yards away from the fighting. We afterwards learned that to some extent we hampered the movements of the *D'Estaing* and that she purposely placed herself in a position to protect us. As the *Triumphant* passed into action, we saluted her with our flag, and, though engaged as she was, our salute was returned. The crashing of shot and shell against vessels' sides; the hissing of the grape; the hissing of the French, as gunboat after gunboat was shattered and sunk; the shrieks and yells of hundreds of drowning and half burnt wretches; the charred and burning vessels—all this filled us here with sensations hitherto unmet. Many hundreds of Chinese tried to escape by swimming. Many a poor fellow cried out to us, and waved his hands in his despair, as the tide carried him past clinging to the blackened remains of his ship.

When the French had silenced the gunboats, their attention and shot were directed to the forts on Pagoda Hill, some of which were yet returning fire, and also to the fighting junks and Arsenal. Their heavy shot ploughed up the earth in vast clouds. At first, as I have said, their fire was promptly returned, but the superior weapons and truer aim of the French soon prevailed, and the forts were rapidly demolished. The Arsenal seemed a difficult spot to shell, being out of the direct line of fire. However, the heaviest guns were discharged in that direction. At 3.45 an explosion was observed at the Arsenal, and immediately the *Volta* and *Lyne* went farther up, and commenced to fire at the fighting junks. These junks fought for one hour and a half. The shelling was continued by the six other French ships at the Arsenal, whilst the junks were being destroyed. Eventually the junks were set on fire, and allowed to float down the river, some of their magazines exploding as they passed close to us.

At 4.30, Pagoda Hill was in flames in many places; also Maunoi, the native village lying between the Pagoda and Custom House Hill. At this time, also, a Krupp gun, standing alone on the hill, most cheekily returned the French fire, and was not silenced for some time.

It was now 5 p.m. and the shelling was still going on vigorously. The tide was causing the burning gunboats and junks to float down from round the Pagoda Hill. We swung our boats in, traced yards sharp up, and a goodly gangway ladder, so as to prevent no obstruction beyond a smooth side. A large junk, enveloped in flames and smoke, fouled the *Sin-Kalpa*, a wooden barque, lying near; and, in spite of the combined efforts of steam-cutters from H. M. ships, to clear her, set the barque on fire. The crew of the barque set vigorously to work with buckets of water to extinguish the rapidly increasing flames, and succeeded in keeping the fire from spreading, but it was not until the *Viper* steamed to the spot, and toyed off the burning mass, that all danger was past, and the flames totally put out. Soon after, and just as darkness set in, a Chinese gunboat floated down, one mass of flames. At any other time, such a sight would have been considered by us magnificent, but at the period we thought nothing of the sublimity of the spectacle. The burning ship threatened to foul us, and every one on board watched her approaching with anxiety. Each of the French ships fired several heavy guns into her as she passed close to them, but beyond creating a succession of most vivid flashes, where the shells struck, did not apparently make any impression. She drifted past them, and came broadside on, afterwards our have and there she sank. The flames rose high above the deck, and a continual shower of burning sparks fell thickly over us. We expected something more serious to happen, when, suddenly, the huge mass sank, right over our anchors. This placed us in a very awkward position, as a gunboat was sunk quite close to our port quarter. We paid out some chain as we dared, but we were afraid that when we swung to the next tide that one or the other would do us some damage. The English Admiral most kindly sent his steam launch to render us any possible assistance, and by this means we were enabled to secure the services of our pilot, who, however, would not risk moving us. At 2 a.m., on Sunday, away went our port anchor and a quantity of cable, and, as we swung round, it seemed as though we greatly disturbed the wreck lying under us. However, we did not appear to be in any way damaged, and eventually slipped our remaining anchor and changed our position. Next morning at 6 o'clock, some Chinese pluckily endeavoured to bring a disguised torpedo boat from round Pagoda Hill, intending no doubt to send it against one of the French ships. But a launch, with the line light at her bows, discovered them and went in chase. It was exciting to watch the way little launch, steaming round, enemy, bristling with how-guns, displaying extreme caution in approaching the torpedo boat. The Chinese in charge of the little declined the challenge, and jumped overboard, leaving the boat to its fate, which was to be presently towed by the launch alongside the *Duguay* *Troin* and there secured. At 9 a.m., the four French ships *Volta*, *Agincourt*, *Viper*, and *Volare*, fired a strong force in boats, moved up river as far as the depth of water would allow, and proceeded to shell the Arsenal and powder magazine. A vigorous shelling has been going on all day, and every now and again we have been startled by explosions of a most violent description. Several shells whizzed over us, and some fell into the water very near. At 6 p.m. all firing ceased, the four ships have returned to their positions in the line, and the boats to their respective vessels.

The *Yang-wei* is burning fiercely, also many junks and native houses. Chinese soldiers can be plainly seen looting at the European residences on Pagoda Hill, taking special care, however, not to expose themselves to the French.

Monday, August 25.  
The French commenced at 7 a.m. by a vigorous firing from Gatlings and heavier guns, directed at a small battery ensconced in a clump of trees on Pagoda Hill. Their fire was returned several times. However, the Chinese were speedily silenced, and a strong force was at once landed from the French ships, which immediately ascended the Hill, and made a thorough examination of the place. They met with no opposition; not a native was to be seen. After occupying the position for two hours, the landing force returned to the ships. During the time the above was going on the *Lyne* kept up a sharp and constant fire from her Gatlings in the tops against the junks in Custom House Creek. These junks seem to give the French some trouble. We are told they are full of soldiers who want to join their comrades on Pagoda Hill. By 9.30 a.m. all firing had ceased. At 12.30 the French fleet got under way and moved slowly down the river, passing us in the following order:—*Triumphant*, *Duguay* *Troin*, *Volta*, *D'Estaing*, *Viper*, *Volare*, *Lyne*, *Agincourt*. At Black Point they took up their position and anchored.

At 4.30 p.m. we heard a loud explosion on Pagoda Hill, apparently resulting from the firing of a mine of gunpowder, laid down by the Chinese, who are now assembling in great numbers on the heights all round and planting flags in the most conspicuous places.

At 4.55 the French opened fire at some batteries on the hill on the South side of the river, overlooking their position. The fire was not returned, and, after some desultory shelling for an hour, all became quiet again.

The long expected fighting at Pagoda Anchorage commenced on Saturday last, the 23rd instant, and was resumed the two following days. As I believe that there were only two foreigners on shore—a merchant resident, and your humble servant—any other reports of the action, except from

a French source, must be taken cum grano salis.

I hear, however, that the *Pu-Pu*, with the notorious *Le-Mao* on board, ran up to Kuean Point early in the engagement, and was scuttled, the crew making their escape. The *Yang-wei*—the flower of the fleet—after firing a few shots, (one of which caused the death of Captain Thomas, who was pilot on board the Admiral's vessel, and was standing at the Admiral's side at the time of the occurrence) was destroyed by means of a torpedo. To show the cowardice of the Chinese, I may say that although a boat was offered by a foreigner (Mr. Lowe) to rescue some of the wounded who were in the water, no natives would venture to so employ themselves. Mr. Lowe, at extreme personal risk, saved many lives.

On Sunday, I was very fortunate in getting down just in time to witness the commencement of hostilities, as steam launches were not procurable, and a sampan could only be secured on the offer of a fabulous sum. The scene going down the river was a very sad one. Besides one or two Chinese gunboats, which had run up river from the scene of action, and were mostly 'hogged' as well as ashore, the other Chinese boats were more or less, and the bodies of natives floating down the river innumerable and sickening to witness. At five minutes to two p.m. three French vessels went abreast the Arsenal and opened fire, the Chinese making a very feeble and ineffective return. After the discharge of about sixty guns, which appeared to take but little effect, the Admiral steamed slowly to the scene and gave the coup de grace to the Arsenal, which was blown up at twenty minutes to three o'clock, the cannonading continuing up to about six o'clock, by which time the scene on shore was one of complete devastation. Whilst the destruction of the Arsenal was taking place, a French gunboat kept up a heavy fire on Yang Si, a village a little below the Custom House, where three thousand Manchus soldiers were encamped, and from what I can learn a large number of them were killed. The natives are, unfortunately, displaying signs of rioting, and the foreign community are anything but safe. The following 'expresses' have been issued:—

BRITISH CONSULATE,  
FOOCHOW, 24th August, 1894.  
In a despatch received yesterday evening by the undersigned from the High Provincial Authorities, the latter inform him that they think it desirable, and they would recommend that British merchants and residents should fly a British ensign over the doors of their homes and private residences, for the information of the native population, and will either hang up in English the ensign over the doors of their homes, or else put over or alongside of their Hong boards the characters 大英 (Ta-Ying-koo) or 英國 (Ying-koo) as a special designation of the nation to which the firm or the residence belongs.

It does not seem why at all times the Chinese, who are so much to be feared, should not stand over, or alongside, the Chinese Hong boards.

CHARLES A. SINGLARS,  
B. B. M. COBURN.

BRITISH CONSULATE,  
FOOCHOW, 27th August, 1894.  
Since the Naval engagement on the 23rd of this month, the Chinese have been, from personal observation, yesterday, the temper of the people within the City walls becoming dangerously exasperated against foreigners.

He would not recommend any foreigner to show his own flag within the City Gates, or go beyond the Halfway Tea House, or the present, and he begs the community to accept this advice as trustworthy.

The desperados in the City show no signs of attacking the Foreign Settlement.

The undersigned has succeeded in obtaining a promise from the Viceroy that a Proclamation shall be put out this morning, which will explain to the population that H. M. Ships of war did not fire either gun or rifle into the burning Chinese war vessels; but that, on the contrary, a great many wounded Chinese were picked up and saved from destruction by the Officers and Men of H. M. Ships.

His Excellency has likewise promised to remove from the South Gate wall, where it was seen by the under-mentioned yesterday, the infamous Proclamation offering rewards for French Commanders and Soldiers, dead or alive.

This document was calculated to do an infinity of mischief.

It may be expected that on these promises being fulfilled, the present popular excitement within the City will gradually subside.

CHARLES A. SINGLARS,  
B. B. M. COBURN.

Considering the present excitement amongst the natives it is to be hoped that some further steps may be taken to protect foreigners. Large rewards are now being offered for the destruction of either the French or their vessels, namely, the sum of Tls. 30,000 for the seizure or destruction of any one vessel; and Tls. 5,000 for the killing of a subaltern.

Tuesday, 28th August.  
I have in vain endeavoured to get down to the forts this afternoon, and wasted three hours waiting for a promised steam launch, the crew of which refused to make a second trip on account of having been fired upon by their own countrymen. The foreign community are to-day exhibiting more fear, and their changing their residences is emboldening the natives, who appear only too ready to rise against foreigners at a moment's notice. Dr. Renzie has, through day and night, been attending to the native wounded, and I am pleased to learn that the sufferers under his hands are progressing very favourably, although the gruesomeness of his patients have had to undergo the amputation of one or more limbs.

Wednesday, 29th August.  
The hostilities at Pagoda Anchorage have, unfortunately, created amongst a few illiterate residents possessing imaginative minds, the mania of *cacoethis scribendi*, and the proprietors of the little sheet called the *Edo* are allowing the public to be misled by publishing statements which are not actual facts.

Since my last communication, the natives of Foochow have been in a most agitated state, chiefly owing to the conduct of their soldiers, who, instead of endeavouring to protect property, have been looting premises. Owing to this, the Viceroy, Ho King, narrowly escaped with his life yesterday, as the agitated populace were only prevented from depriving him of existence by a promise given by the Provincial Judge that in three days something should be done to stop the pillage. A few hours afterwards, His Excellency made his escape to Kuean.

The following is an account furnished by a party of gentlemen who visited the rendezvous of the French Fleet to-day (29th inst.):—

Left Glenfiddich at 9.30 a.m. reaching Quanton at 11 a.m. Between Pagoda Anchorage and Quanton every fort is destroyed, and all guns blown up. Not more than a dozen soldiers were seen about the forts. In two forts in the Mingan Pass Chinese flags had been planted over the ruins. The few soldiers soon withdrew at the appearance of the launch. Upon reaching the fleet a steam pinnace came out to us carrying Mr. Desaire, late French Consul at Foochow. From him we learn that Admiral Courbet was on board the *Triumphant*, whilst he had his quarters on the *Volta*. Lyng of Quanton and immediately afterwards the Kimpai Pass were the *Villars*, *D'Estaing*, *Chateau Renard*, *Saone*, *Volta*, and *Agincourt*, the last moving out, and in the Pass itself lay the *Triumphant*, flying the Admiral's flag; *Duguay* *Troin*, *Lyne*, and *Viper*.

One or two shots were fired into the forts on the heights, and three explosions took place in a fort on the left bank in the Pass. Parties were landed and engaged in blowing up the forts and guns with gun cotton. So far as they had gone, the French had not left a single gun intact.

Torpedo launches were at work picking up torpedoes, 6 of which had been found and taken in the Pass. The *Agincourt* was sounding the Channel, as the Admiral believed junks with stores had been sunk. It was dead low water when we arrived, but if the Channel were clear at full tide the fleet intended to proceed to sea, and anchor off Matsan.

In the engagement yesterday at Kimpai the Chinese, who were massed in great numbers, resolutely went to the French, firing, wounding 3 Frenchmen, and killing one Officer—shot through the lower part of his back.

The *Glenfiddich* is waiting outside to join the fleet.

The opinion we received in regard to the safety of vessels proceeding to sea, was that if the French passed out to-day as they expect to do, storms may safely follow, since the Channel will be clear and every gun destroyed, but there will be a certain risk from rifle shots from the masses of Chinese soldiers. A launch, it is thought, may pass without being shot at.

The French do not intend to return to Foochow.

Upon returning we viewed the Chinese gun-vessel *Pao Sing* sunk towards the right bank below half tide rock, and between Tree Point and Quanton, the mast and the funnel being visible. The Chinese were engaged in looting it.

All villages appeared deserted, and Mingan village is knocked to pieces.

A barrier consisting of poles nats is being rapidly constructed at Limpo under the supervision of Chinese soldiers.

Deserters from the Chinese army are certainly recruiting their deserters, as hundreds have already been decapitated, and, as a notification has been posted, emanating from the Tartar General, who had command of the Kimpai forts, offering a reward of two hundred taels to any villager capturing a deserter, it is expected that a large number will be arrested.

3 p.m.  
The forts having been silenced, and the Passes cleared, the S. S. *Glenfiddich* is to start to-morrow and the mail closes this afternoon. I am pleased to say that the natives are considerably quieter since the news circulated last evening, unless troubled with rebels from the city, the Foochow community may be regarded as safe.

Latest Particulars.  
The *Glenfiddich* left Pagoda Anchorage at about half past 5 o'clock on Monday morning last and proceeded down the Minon river way to Hongkong. She met with no obstructions on her passage down the river. At Mingan Pass, where there were four forts, only the ruins of these fortifications were observable. Hardly a soul was to be seen on the banks here or at any other part of the river.

The Viceroy's Yamen was partially destroyed yesterday by the Chinese, who also endeavoured to take both his own life and that of the Commissioner for the Coast Defence. The Viceroy moved late in the evening, in disguise, with his family, and took refuge outside the city.

Wednesday, 29th August.  
Yesterday Admiral Dowell was deliberately shot at, but fortunately he was not hit. The English Consul immediately visited the Viceroy to confer with him upon the matter, and he, in turn, was handled roughly by the natives in the city that he was advised to adopt Chinese attire and procure a native chair in which to return to Foochow. The Chinese are to-day in the most excited state, and foreigners run considerable risk in venturing out.

Foochow, August 29.  
The hostilities at Pagoda Anchorage have, unfortunately, created amongst a few illiterate residents possessing imaginative minds, the mania of *cacoethis scribendi*, and the proprietors of the little sheet called the *Edo* are allowing the public to be misled by publishing statements which are not actual facts.

Since my last communication, the natives of Foochow have been in a most agitated state, chiefly owing to the conduct of their soldiers, who, instead of endeavouring to protect property, have been looting premises. Owing to this, the Viceroy, Ho King, narrowly escaped with his life yesterday, as the agitated populace were only prevented from depriving him of existence by a promise given by the Provincial Judge that in three days something should be done to stop the pillage. A few hours afterwards, His Excellency made his escape to Kuean.

The following is an account furnished by a party of gentlemen who visited the rendezvous of the French Fleet to-day (29th inst.):—

Left Glenfiddich at 9.30 a.m. reaching Quanton at 11 a.m. Between Pagoda Anchorage and Quanton every fort is destroyed, and all guns blown up. Not more than a dozen soldiers were seen about the forts. In two forts in the Mingan Pass Chinese flags had been planted over the ruins. The few soldiers soon withdrew at the appearance of the launch. Upon reaching the fleet a steam pinnace came out to us carrying Mr. Desaire, late French Consul at Foochow. From him we learn that Admiral Courbet was on board the *Triumphant*, whilst he had his quarters on the *Volta*. Lyng of Quanton and immediately afterwards the Kimpai Pass were the *Villars*, *D'Estaing*, *Chateau Renard*, *Saone*, *Volta*, and *Agincourt*, the last moving out, and in the Pass itself lay the *Triumphant*, flying the Admiral's flag; *Duguay* *Troin*, *Lyne*, and *Viper*.

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The numerous forts and earthworks at the Kimpai Pass had also been utterly destroyed. Owing to most of the guns in these forts having been mutilated only a few at vessels coming up the river, very little use could be made of them against the French, who shelled the forts as they came down the Min.

When the *Glenfiddich* arrived off the mouth

## CHINA COAST METEOROLOGICAL REGISTER.

AT 10 A.M.—SEPTEMBER 2.

Station.	Barometer reduced to sea level.	Thermometer.	Wind.	Force.	Weather.	Remarks.
Manila.	29.827.05	W	2	b	—	—
Hankow.	29.827.80	E	2	b	—	—
Hongkong.	29.827.64	WSW	3	b	—	—
Amoy.	29.788.07	S	2	b	—	—
Foochow.	29.787.53	NNE	4	or	—	—
Nagasaki.	29.787.53	NNE	4	or	—	—
Yokohama.	29.787.53	NNE	4	or	—	—
Shanghai.	29.787.53	NNE	4	or	—	—
Wakayama.	29.787.53	NNE	4	or	—	—
At 10 A.M.—SEPTEMBER 3.						
Manila.	29.834.86	W	1	b	—	—
Hankow.	29.834.86	W	1	b	—	—
Hongkong.	29.834.86	W	1	b	—	—
Amoy.	29.834.86	W	1	b	—	—
Foochow.	29.834.86	W	1	b	—	—
Nagasaki.	29.834.86	W	1	b	—	—
Yokohama.	29.834.86	W	1	b	—	—
Shanghai.	29.834.86	W	1	b	—	—
Wakayama.	29.834.86	W	1	b	—	—

The pressure is high in the South, low in the North. Gradients indicate moderate S.W. breeze. Light winds prevail in the South, where the weather is now fine and dry, while moderate winds and bad weather are reported from Shanghai.

V. DORRICK,  
Government Astronomer.  
Hongkong Observatory, September 3.

## Quotations.

5. Sums not exceeding \$50 may be re-  
mitted between the Ports of China by  
means of Postage Stamps, subject to a  
charge of one per cent for cashing them.  
Money Orders can be granted on Ports  
where there are agencies of the Hongkong  
Post Office.



## For Sale.

## SELLING OFF—CHEAP GOODS.

THE Undersigned being about to retire from Business, they are now Selling off the whole of their Stock of EUROPEAN GOODS, such as Gold and Silver Jewellery, Silk Handkerchiefs, Canton Goods, China Silks, Lace, Ribbons, and Ivory Wares, Fans, China Wares, &c., &c., at greatly Reduced Prices; and they solicit a visit from the Members of the Foreign Community.

WO SHING & Co.,  
70, Queen's Road Central,  
Hongkong, September 1, 1884. 1471

## NOW ON SALE.

A CHINESE DICTIONARY  
IN THE  
CANTONESE DIALECT,  
BY  
DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.  
Part I. A-K. . . . \$2.50  
Part II. K-M. . . . \$2.50  
Part III. M-T. . . . \$3.00  
Part IV. T-Y. . . . \$3.00

A Reduction of 10% per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is especially complete. Thousands of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.,  
Hongkong, January 15, 1883. 151

## PUBLICATIONS BY J. DYER BAILL.

"CANTONESE MADE EASY"—A Book of SIMPLE SENTENCES in the CANTONESE COLLOQUIAL with Free and Literal Translations; and Directions for Reading English Grammatical Forms into Chinese and vice versa. Price, 62. Interleaved Copies, 22.50.

"We most cordially recommend it,"—*China Review*. "Will be found to supply a want long felt by students of Chinese."—*Daily Press*. "Mr. Bail's Notes on Classifiers and Grammar will be found very valuable."—*China Mail*.

"EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY." Price, 51.

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FOR SALE at Messrs. KELLY & WALES'S, 10, BARNARD'S, and LANE, CRAWFORD & Co., 15, Old Bailey Street, Hongkong, January 23, 1884. 243

## FOR SALE.

JULES MUMM & Co.'s  
CHAMPAGNE,  
Quarts. . . . \$20 per Case of 1 doz.  
Pints. . . . \$21 " " 2 " "

Dubos Fines & de Geron & Co.'s  
BORDEAUX CLARETS and  
WHITE WINES.

Baxter's Celebrated "Barley Brer"  
—WHISKY—, 77½ per Case of 1 doz.  
GIBB, LIVINGSTON & Co.  
Hongkong, July 18, 1884. 1187

THE REPORT OF THE TRIAL OF  
LOAN at Canton that appeared in  
the *China Mail* has been printed in PAM-  
PHLET FORM, and is now on Sale.  
Price, 50 Cents.  
Hodgkings, October 3, 1883.

## To Let.

## TO LET.

No. 259, PRATA CENTRAL,  
Nos. 4, 7 and 8, SKYMOUR TERRACE,  
No. 4, OLD BAILEY STREET,  
No. 3, PRATA'S HILL.

Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, September 2, 1884. 1476

## TO LET.

GREENMOUNT, BONHAM ROAD; from  
the 1st of September, 1884.  
Apply to  
GILMAN & Co.  
Hongkong, July 21, 1884. 1204

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TO LET, FURNISHED, No. 10, SKY-  
MOUR TERRACE.  
Apply to  
MANAGER,  
China Mail Office.  
Hongkong, April 16, 1884. 656

## GODOWNS TO LET.

PRATA EAST and WANGCHAI ROAD.  
For Particulars, apply to  
SIEMSEN & Co.  
Hongkong, April 26, 1883. 767

## TO LET.

THE PREMISES in MARINE HOUSE,  
Queen's Road, now occupied by the  
"Novelty Store."  
Apply to  
HONGKONG DISPENSARY.  
Hongkong, July 14, 1884. 1168

## TO LET.

THE PREMISES now occupied by us,  
No. 11, Queen's Road Central.  
For further Particulars apply to Messrs.  
RUSSELL & Co.  
GEO. R. STEVENS & Co.  
Hongkong, August 1, 1883. 228

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND BLACK  
SEA PORTS,  
NAPLES, MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
LONDON AND ANTWERP.

ON THURSDAY, the 4th September,  
1884, at Noon, the Company's S.S.  
"V. N. C. 25," Commandant LORENZINI,  
with MAILED PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
Noon of 3rd September, 1884.

Cargo will be received on board until 4  
p.m., Specie and Passengers until 3 p.m. on  
the 3rd September, 1884. (Passes are not  
to be sent on board, they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.

I. MARTIN,  
Acting Agent.

Hongkong, August 22, 1884. 1404

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
Peking will be despatched for San  
Francisco, via Yokohama, on FRIDAY,  
the 3rd September, at 3 p.m., taking Pass-  
engers and Freight for Japan, the United  
States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Indian Oceans of the United States, via Over-  
land-Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, Germany by all  
trans-Atlantic lines of Steamers.

REVENUE PASSENGERS, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Return  
Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Freight will be received on board until 4  
p.m. on the 7th Sept. Parcel Packages  
will be received at the office until 5 p.m.,  
time days; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco  
should be sent to the Company's Offices in  
Sealed Envelopes, addressed to the Collector  
of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 504, Queen's Road Central.  
F. E. FOSTER,  
Agent.

Hongkong, August 18, 1884. 1390

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
PARIS, LONDON, BRISTOL,  
BRINDISI, TRIESTE, VENICE,  
AND LONDON.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERMAN  
GULF, PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
"THAMES," Capt. W. A. SEATON, R.N.,  
with Her Majesty's Mails, will be despatched  
from this Port for LONDON direct, via SUEZ  
CANAL, and usual Ports of Call, on  
FRIDAY, 12th September, at 4 p.m.

Cargo will be received on board until  
10 a.m. on the day of sailing.  
Passengers and Specie (Gold) at the Office  
until 10 a.m. on the day of sailing.

For further Particulars, regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

N.B.—This Steamship takes Cargo and Pas-  
sengers for Marseilles.  
A. MAYER, Superintendent.

Hongkong, September 1, 1884. 1473

## KOWLOON FERRY.

The Launch "Morning Star" will run as  
follows during the Summer Months:

WEEK DAYS. SUNDAYS.  
Leave Kowloon. Leave H.K. Leave Kowloon. Leave H.K.  
6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.  
8.00 " 8.00 " 7.30 " 8.30 "  
9.00 " 9.00 " 8.00 " 9.00 "  
10.00 " 10.00 " 9.00 " 10.00 "  
11.00 " 11.00 " 10.00 " 11.00 "  
12.00 P.M. 12.30 P.M. 1.00 P.M. 1.30 P.M.  
1.45 P.M. 1.00 " 1.30 " 2.00 "  
2.00 " 2.00 " 2.30 " 3.00 "  
2.15 " 2.00 " 3.15 " 3.00 "  
3.30 " 3.00 " 3.45 " 4.00 "  
4.15 " 4.00 " 4.15 " 4.30 "  
4.45 " 4.15 " 4.45 " 5.00 "  
5.00 " 4.30 " 5.15 " 5.30 "  
5.15 " 4.45 " 5.30 " 5.45 "  
5.30 " 5.00 " 5.45 " 6.00 "  
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6.15 " 5.45 " 6.30 " 6.45 "  
6.30 " 6.00 " 6.45 " 7.00 "  
7.15 " 7.00 " 7.15 " 7.30 "

## Mails.

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
SEA PORTS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE S.S. OCEANIC will be despatched  
for San Francisco, via Yokohama,  
on THURSDAY, the 13th Inst., at 3 p.m.  
Connection being made at Yokohama  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be received at  
the Company's Office, until 5 p.m. this  
day, previous to sailing.

REVENUE PASSENGERS, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
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addressed to the Collector of Customs, San  
Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 504, Queen's Road Central.  
F. E. FOSTER,  
Agent.

Hongkong, September 2, 1884. 1477

## Intimations.

HOTEL DE L'UNIVERS,  
WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the  
Public of Hongkong and the Coast  
Ports that he will REOPEN  
THE HOTEL DE L'UNIVERS  
on the 1st Month.

The whole of the ROOMS have been  
NEWLY FURNISHED throughout, and there  
are ROOMS suitable for either Married  
Couples or Single Persons.

THE TABLE will be supplied with the  
BEST of the market can provide.

THE WINES and LIQUORS supplied,  
both at the Bar and Table will be of the  
VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals,  
such as TIFINS and DINNERS, can  
have ALL REQUISITE information by  
applying to  
GEORGE STAINFIELD,  
Proprietor.

Hongkong, February 25, 1884. 368

WILLIAM DOLAN,  
SAILMAKER & SHIP-CHANDLER,  
22, PRATA CENTRAL.

COTTON DUCKS, HEMP CANVAS,  
MANILA ROPE, AMERICAN  
OAKUM, LIFE BUOYS,  
COCKETS, &c., &c., &c.

Hongkong, May 1, 1882. 256

## THE SYDNEY JOCKEY TURF

Beg to inform the Sporting Public of China  
that they have made arrangements for  
holding a 250,000 CONSOLEZATION on the  
forthcoming Melbourne Cup of 1884, when  
about 1,450 PRIZES will be awarded to the  
Fortunate Holders of the winning Number.  
The Highest Prize being 25,000; and the  
Lowest £10. Less 15 per cent. for ex-  
penses. Winning Numbers can be forward-  
ed for payment or collection to the Manager  
of any Bank, either in Sydney (N. S. Wales),  
or Melbourne (Victoria). Drawing will  
take place under the immediate supervision  
of the Committee of Management  
about four clear days before the Day  
of Race. Result slips are forwarded to all  
Subscribers. Any Subscriber can be pre-  
sent at the drawing either in person or  
by proxy, on making application to the  
Secretary in writing. Add 1/6 for Reply  
and Result. Draft or P. O. Order to be  
made payable to JAMES WALLACE, Secretary,  
S. J. T. Co., 200, Oxford Street, Sydney,  
Australia.

ROD SHING & Co.,  
ENGINEERS, SOILER MAKERS,  
COPPER SMITHS, BRASS & IRON  
FOUNDERS, &c., &c.,  
WEST POINT IRON WORKS.

HAVING THIS Day commenced Work-  
ing, any and all Goods, whether  
of the above Descriptions under the Super-  
vision of an Experienced WORKMAN.  
Orders executed with the utmost despatch  
and at moderate terms.  
24th September, 1883. 611

## HAIR

Possesses a vitality of its own that often  
outlives that of the body; and, though  
more frequently, however, either through  
disease, inherent weakness, or it falls  
out, turns gray, or falls out, and is  
lost and gray hair.

Ayer's Hair Vigor  
Cures the disease of the scalp and hair;  
strengthens hair that is naturally weak;  
restores and improves the color of the hair;  
causing a new, vigorous, and luxuriant  
growth of hair on bald heads; restores  
gray hair to its natural color, and prevents  
the hair falling out and turning gray.

Prepared by  
DR. J. C. AYER & Co., Lowell, Mass.,  
Sold by all druggists.

Agents for  
HONGKONG, CHINA AND MANILA.  
A. S. WATSON & Co.

## Intimations.

## "SULPHOLINE LOTION."

AN External Means of CURING SKIN  
DISEASES. There is scarcely any  
remedy but will yield to "Sulpholine" in a  
few days, and commences to fade away, even  
if it seems past cure. Ordinary pimples,  
redness, blotches, scurf, roughness, tan-  
ish as if by magic; whilst old, enduring skin  
diseases, that have plagued the sufferers  
for years, however deeply rooted they may  
be, "Sulpholine" will successfully attack  
them. It destroys the animalcules which  
cause these unsightly, irritable, painful  
affections, and always produces a clear,  
healthy, natural condition of the skin.

"Sulpholine" Lotion is sold by most Chem-  
ists. Bottles, 2s. 9d. Made only by J.  
PEPPER & Co., London.

LIVER COMPLAINTS.  
DR. KING'S DANDELION & QUININE  
LIVER PILLS (without Mercury).  
THE BEST REMEDY FOR BILIOUS-  
NESS, STOMACH DERANGEMENT,  
FLATULENCE, PAINS BETWEEN THE  
SHOULDERS, BAD APPETITE, INDI-  
GESTION, ACIDITY, HEADACHE,  
HEARTBURN, and all other symptoms of  
disordered liver and dyspepsia. Acknow-  
ledged by many eminent surgeons to be the  
safest and mildest pills for every constitu-  
tion. In boxes, at 1s. 1d., 2s. 9d., and  
4s. 6d. Sold by Chemists throughout the  
world.

PEPPER'S QUININE & IRON TONIC  
RESTORES and develops the nervous  
system, enriches the blood, promotes  
appetite, dispels languor and depression, for-  
tifies the digestive organs. Is a specific  
remedy for nervous indigestion, fevers,  
chest affections, and in wasting diseases,  
scrofulous tendencies, &c. The whole  
frame is greatly invigorated by Pepper's  
Tonic, the mental faculties brightened, the  
constitution greatly strengthened, and the  
vitality increased. In bottles, 2s. 9d., 3s.  
4d., 6d. Sold by Chemists every-  
where. Made only by J. PEPPER & Co.,  
London.

TARAXACUM & PODOPHYLLIN.  
THIS fluid combination, extracted from  
the blue pill and calomel for the cure of  
dyspepsia, biliousness, and all symptoms of  
congestion of the liver, which are generally  
pain beneath the shoulders, headache,  
drowsiness, no appetite, furred tongue, dis-  
agreeable taste in the morning, indigestion,  
distention of the stomach, and feeling of  
general depression. It is the safest medi-  
cine. Taraxacum and Podophyllin is a  
fluid made only by J. PEPPER, Bedford  
Laboratory, London, whose name is on  
every label. Bottles, 2s. 9d. Sold by all  
Chemists.

LOCKYER'S SULPHUR HAIR  
RESTORER  
WILL darken gray hair, and in a few  
days completely bring back the nat-  
ural color. The effect is superior to that  
produced by any of the coloring dyes, and  
does not injure the skin. Large bottles, 1s. 6d.  
Lockyer's is equal to the most expensive  
hair restorer.

LOCKYER'S SULPHUR HAIR  
RESTORER  
IS the best for restoring gray hair to its  
former color. It produces a perfectly  
natural shade, and is quite harmless. Val-  
uable for destroying scurf and encouraging  
growth of new hair. Sold everywhere.  
1/6 3/4 1/2 1/4

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or  
PAPEL will be, thankfully received at  
the Sailor's Home, West Point.  
Hongkong, July 25, 1878.

## Insurances.

QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned are prepared to accept  
Risks on First Class Goods at 1  
per cent. net premium per annum.

NORTON & Co., Agents.  
Hongkong, May 19, 1881. 938

THE STRAITS INSURANCE COM-  
PANY, LIMITED.

THE Undersigned having been appointed  
Agents for the above Company are  
prepared to GRANT POLICIES on MARINE  
RISKS to all parts of the World, at current  
rates.

ARNHOLD, KARBURG & Co.  
Hongkong, November 5, 1883. 853

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Undersigned, Agents of the above  
Company, are authorized to Transact  
against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1882. 14

LANCASHIRE INSURANCE  
COMPANY.  
(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or for any other information, apply to  
ARNHOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

THE LONDON ASSURANCE  
INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Life Assurances as follows—

Marine Department.  
Policies at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1878. 406

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the  
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the P. and O. Co.'s Factory.  
3. From P. and O. Co.'s Factory to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Paddar's Wharf.  
6. From Paddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
<b>Steamers</b>							
Alwino	2 h Moon	Ger.	400	Sept. 2	W. J. & Co.	Quinhon	
Anadyr	5 h Marcell	Fch.	2477	Aug. 22	Messageries Maritimes	Shanghai	
Atalanta	3 h Pfaff	Ger.	758	Sept. 28	Siemssen & Co.	Chaofo	
Atholl	2 h Thomson	Brit.	1285	Aug. 29	Order		
Canolot	4 h Daily	Brit.	1049	Aug. 29	Arnold, Karberg & Co.		
Chi Yuen	4 h Wallace	Amer.	1106	Aug. 10	Russell & Co.		
City of Peking	5 h Perry	Amer.	5079	Aug. 24	P. M. S. S. Co.	San Francisco, &c.	5th inst.
Do Bay	5 h Lee	Brit.	1083	Aug. 26	M. B. S. S. Co.	Nagasaki	
Dora Tully	4 h Young	Brit.	1208	Aug. 18	Arnold, Karberg & Co.	Yokohama	6th inst.
Ela	2 h Karhart	Ger.	852	Sept. 3	W. J. & Co.	Hobow, &c.	1st day
Esmeralda	3 h Hutchison	Brit.	385	Aug. 28	Russell & Co.	Manila	4th inst.
Fame	3 h Stapan	Brit.	117		H. K. & W. P. Dock Co.		Aug. Flying
Glenfinla	5 h Jacobs	Brit.	1408	Sept. 3	Jardine, Matheson & Co.	London, &c.	
Hainan	3 h Woboe	Brit.	281	Nov. 23	H. O. & M. S. Boat Co.		
Ingraban	5 h Massmann	Ger.	395	Sept. 1	Captain		
Kwangtung	5 h Young	Brit.	1334	Sept. 2	Siemssen & Co.	Coast Ports	
Lorne	3 h Plenge	Brit.	1097	Aug. 22	Captain		
Madras	5 h Bagny	Fch.	1276	Aug. 31	Messageries Maritimes	Saigon	To-morrow
Manuel	4 h Irvine	Brit.	891	Sept. 1	Butterfield & Swire	Yokohama	
Miramar	5 h Garceat	Fch.	854	Sept. 3	A. R. Marty	Kuohintoi	
Nam-yan	5 h Houermann	Brit.	1337	Sept. 2	Siemssen & Co.	Hobow, &c.	
Peking	4 h Heasley	Brit.	1337	Aug. 27	Melchers & Co.	Shanghai	To-morrow
Propontis	5 h Haddon	Amer.	48	Sept. 24	A. R. Marty	Yokohama	To-day
Saltes	5 h Haddon	Amer.	48		China Traders Insurance Co.	Hobow & Harpinang	
Sumatra	2 h Clement	Brit.	1406	Aug. 27	P. & O. S. N. Co.	Bombay, &c.	To-morrow
Taichow	4 h Jordan	Brit.	839	Aug. 31	Yun Fat Hong	Bangkok	
Triumph	3 h Schuldt	Ger.	674	Aug. 17	W. J. & Co.	Quinhon	
Ynagay	5 h Ajubor	Span.	406	Aug. 18	Butterfield & Swire		
Westmeath	3 h Stenhouse	Brit.	2095	Aug. 28	Adamson, Bell & Co.		K'loon Dock
Will o' the Wisp	3 h Owston	Brit.	160	Sept. 1	Captain		
<b>Sailing Vessels</b>							
Abbie Carver	2 h Poudelo	Amer.	494	July 23	Captain	Honolulu	
Alice Mait	4 h Henry	Brit.	480	Aug. 19	Onines		
California	3 h Sobrido	Sp. Sm. sc.	420	June 14	Lane, Crawford & Co.		K'loon Dock
Carl Ritter	4 h Muhl	Ger.	598	Aug. 29	Siemssen & Co.		
Channon Kanryo	2 h Petersen	Span.	480	Aug. 25	Chinese		
Concordia	3 h Claassen	Ger.	495	Aug. 18	Siemssen & Co.		
Cornelia	7 h Farington	Amer.	1265	Aug. 21	Arnold, Karberg & Co.		
Dartmouth	1 h Flinton	Brit.	910	Aug. 28	W. J. & Co.		
Edinburgh	3 h Fleet	Brit.	1498	July 26	Melchers & Co.		
Elizabeth	5 h Butcher	Belg.	1100	Aug. 30	Melchers & Co.		
Elise	4 h Winter	Ger.	867	Aug. 27	Melchers & Co.		K'loon Dock
Estelle	3 h Schnieders	Ger. Sm.	790	Aug. 28	Butterfield & Swire		O'wan Dock
Forest King	5 h Lockhart	Brit.	1062	May 31	Russell & Co.	San Francisco	
Granville	5 h Ewerth	Amer.	1254	Aug. 26	Holliday Wise & Co.		
Great Admiral	3 h Rowell	Amer.	1497	June 7	Captain		
Harald Haarfager	3 h Nielsen	Nor. Sm. sc.	281	Aug. 16	Captain		
Leonors	5 h Petersen	Amer.	1429	June 10	P. & O. S. N. Co.		
Lucia	8 h Crowley	Ger.	640	Aug. 12	Siemssen & Co.	New York	
L. J. Morse	5 h Casio	Amer.	1325	Aug. 24	Order		
Maria	5 h Warnke	Ger.	1318	Aug. 27	Melchers & Co.		K'loon Dock
Matilda	2 h Merymann	Amer.	849	June 20	Jardine, Matheson & Co.		
Mercedon	3 h Kruse	Siam.	254	Aug. 23	Chinese		
Mount Lebanon	3 h Nelson	Brit. brigs.	536	Aug. 21	Chinese		
Northern Light	2 h Gray	Ger.	3866	June 30	Captain		
Papa	3 h Fickler	Ger.	720	July 18	Arnold, Karberg & Co.	London, &c.	
Ranger	3 h Savary	Fch.	280	July 20	Dorowitz & Co.	Saigon	
Sacramento	5 h Evans	Amer.	1454	July 20	Carsons Steamship Co.		Co'sten Dock
Sea Tippo	2 h Rickers	Br. Sm. sh.	167	Aug. 18	Siemssen & Co.		
Southern Cross	8 h Daily	Amer.	1206	Aug. 28	Russell & Co.	New York, &c.	
Storm King	5 h Rickers	Amer.	1206	Aug. 28	Order		
Tetuan	2 h Hyme	Brit.	438	Aug. 24	W. J. & Co.		
Three Brothers	3 h Kahlik	Ger.	367	Aug. 12	Chinese		
Union	5 h Johnson	Amer.	924	July 7	Captain		
Union City	3 h Martin	Brit.	490	Aug. 25	Chinese		
Wells Castle	3 h Kennett	Brit.	924	Aug. 26	Lane, Crawford & Co.		
West Australia	3 h Thomas	Brit.	699	July 9	Dorowitz & Co.	London, &c.	
Wishu Humeur	3 h Holtz	Ger.	513	Aug. 21	Siemssen & Co.		